Agriculture had selected a certain site for constructing the laboratory, levelled the ground, and also put up the required foundation, but that the present Director fixed another site and laid a new foundation again ?

First Member of Council.—

Notice.

Mr. Bagamane Deva Gowda.—

Are they aware that three buildings in the station area collapsed and the walls thereof also came down in July and August last ?

Dewan.—

We shall enquire.

Mr. Bagamane Deva Gowda.—

Do the Government know that the expenditure incurred by neighbouring planters on account of such buildings is not even a half of that incurred at the station ?

Dewan.—

No.

Mr. Mir Mahomed.—

Are the Government aware that the Experimental Station is involving expenditure which is out of all proportion to the income ?

Dewan.—

No. It is an Experimental Station and expenditure there bears no definite relation to income.

MR. SETTARA SIDDAPPA (Tarikere Taluk).—

Q.—17. Will the Government be pleased to state:—

(*a*) The amount of railway cess that is being collected annually in each district?

(*b*) The extension of railways in each district by utilizing the cess amount so collected?

(*c*) The amount of railway cess that is being collected annually in the Kadur District and the total amount that

has been collected up to date from the date of the imposition of this cess in the district?

(*d*) Whether the Government are contemplating to extend the railways in this district in the near future?

SECRETARY TO GOVERNMENT, GENERAL DEPARTMENTS.—

A.—17. (*a*) The railway cess collected during 1929-30 is noted below:—

	Rs.
(1) Kolar District	31,847
(2) Tumkur ,, ...	56,071
(3) Mysore ,, ...	63,870
(4) Shimoga ,, ...	32,828
(5) Kadur ,, ...	48,648
(6) Chitaldrug ,, ...	44,218

(*b*) Kolar District .. Bowringpet-Kolar Railway.
Mysore ,, .. Nanjangud-Chamarajanagar Railway.
Shimoga ,, .. Shimoga-Arasalu Railway.

(*c*) For annual income from railway cess, *vide* reply to (*a*) above. The balance at the credit of the railway cess fund in the Kadur District including interest up to 1929-30 is Rs. 7,91,141.

(*d*) Government intend re-examining the question of constructing the Kadur-Chickmagalur Railway after the Bangalore-Harihar line reverts to State management.

Supplementary Questions and Answers.

Mr. H. Krishnamurthiachar.—

Was there not an idea of putting up a railway line from Kolar *via* Mulbagal? And was not a survey sanctioned for the purpose?

Second Member of Council.—

There is no such idea at present.

Mr. G. Mallanna.—

Is the question of extension of the Nanjangud-Chamarajanagar line under consideration? If so, when will the idea materialise?

Second Member of Council.—

The idea is there. But it is not possible to say when it will take shape.

Mr. C. Subbanna Naik.—

Is it just to levy railway cess in districts which are not enjoying railway facilities, while it is not levied in Bangalore and Hassan and other districts which are enjoying such facilities?

Second Member of Council.—

The facilities were there even before the cess was thought of.

Mr. C. Subbanna Naik.—

When will the Bangalore-Harihar line be resumed from the M. & S.M. Company?

Second Member of Council.—

About the end of 1937 or beginning of 1938.

Mr. C. Subbanna Naik.—

Will the question of putting up a line from Kadur to Chikmagalur be taken up at least after the resumption?

Second Member of Council.—

That is a question which cannot be decided now.

Mr. Bagamane Deva Gowda.—

Has there not been a widespread agitation for discontinuance of the levy of railway cess?

Second Member of Council.—

Some are of the opinion that the cess should be discontinued.

Mr. Bagamane Deva Gowda.—

Why should the question of Kadur-Chikmagalur line be deferred until the resumption of the Bangalore-Harihar line?

Second Member of Council.—

Because the question has much to do with traffic returns.

Mr. Bagamane Deva Gowda.—

Has not the District Board promised to contribute a sum equivalent to 20 years' cess collections in case railway facilities are afforded immediately?

Second Member of Council.—

A reply has been given to the District Board in the matter.

Mr. Bagamane Deva Gowda.—

Is it not possible to resume the line earlier than 1938?

Dewan.—

No.

Mr. Mir Mahomed.—

Will the Government be pleased to suspend the levy of the cess until such time as the work is taken up?

Second Member of Council.—

No.

Mr. K. T. Satyanarayana Setty.—

Had not the Government definitely promised to put up the Kadur-Chikmagalur line?

Dewan.—

A resolution had been received from the District Board but the Government considered that it was not possible to adopt it.

Mr. K. T. Satyanarayana Setty.—

Will the Government favourably consider any proposal from the District Board to utilise the cess funds for putting up any other line in the district?

Dewan.—

Any proposal of the kind received will be considered.

Another Member.—

Will the Government at least permit the District Board to use the cess collections for road works?

Second Member of Council.—

It may not be possible under the existing Regulation; Government will examine the matter.

Mr. H. C. Dasappa.—

What right have the Government to levy railway cess without providing railway facilities?

Second Member of Council.—

The cess is leviable under the law even before a railway is given. The cess is levied with a view to give railway facilities.

Mr. H. C. Dasappa.—

What is the estimated cost of the line from Kadur to Chikmagalur?

Second Member of Council.—

I do not remember. But I may say that it will be much more than the funds so far accumulated.

Mr. H. C. Dasappa.—

The Government have been recovering the cess in the Kadur District without giving any railway connections. Can they give the example of any other district where a similar thing is done?

Second Member of Council.—

Kadur has railway connection.

Mr. Hosakoppa Krishna Rao.—

When it is decided that it is not possible to construct the Kadur-Chikmagalur line for the present, why should Government continue to levy the cess?

Dewan.—

So that it may become possible.

Mr. Hosakoppa Krishna Rao.—

When it becomes possible, is there any idea of extending the line to other Malnad parts?

Second Member of Council.—

It is very desirable to extend it. But let us first get it to Chikmagalur.

Mr. Hosakoppa Krishna Rao.—

When the line is only between Kadur and Chikmagalur, why should all the people of the district pay the cess?

Second Member of Council.—

You cannot say that people of only those places enjoy railway facilities.

Mr. Hosakoppa Krishna Rao.—

Is it not the duty of Government to give this facility to all?

Dewan.—

Yes, just as it may be their duty to provide every other facility. Only, sufficient money should be available to provide all of them in all places.

Mr. Hosakoppa Krishna Rao.—

Have not the people of the Kadur District repeatedly represented that this levy is working as a hardship on them?

Dewan.—

Yes, no taxation is popular.

Mr. B. Gopalachar.—

Is there any idea of putting up the Shimoga-Arasalu line *via* Thirthahalli?

Dewan.—

The construction of the line up to Ananthapur is more urgent.

SWEARING IN OF A NEW MEMBER.

At this stage, Mr. V. Sitharama Naidu (Kolar Gold Fields) was duly sworn in.